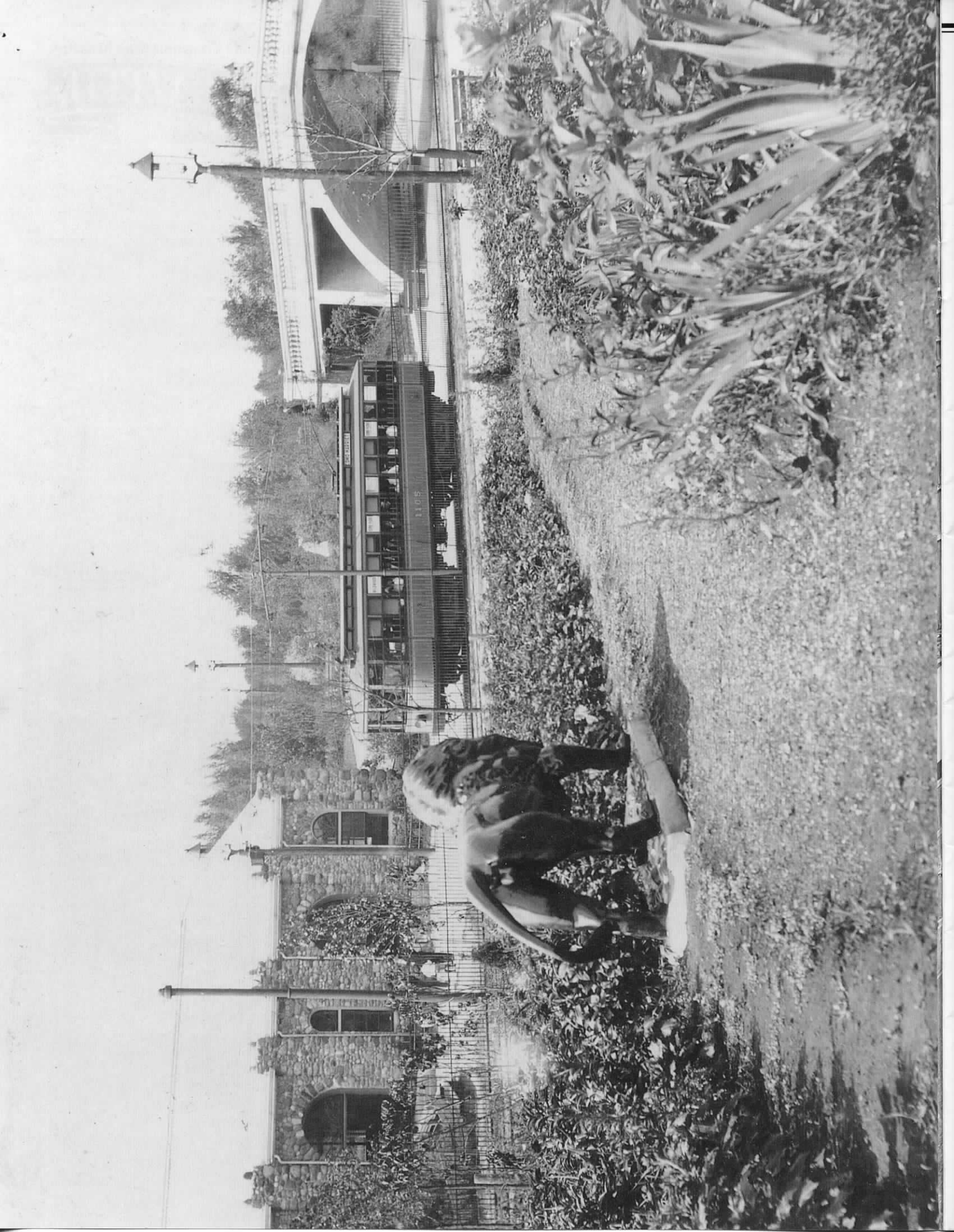








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**MINNESOTA
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MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The **MinneGazette** welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Minnehaha Depot in Minneapolis, the Osceola & St. Croix Valley Ry. in Osceola the Jackson Street Roundhouse in St. Paul, and the Classic Bus Division.

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MINNEGAZETTE BECOMES HISTORY-ONLY

With this issue, the **MinneGazette** will no longer report museum news. This step has been taken to reduce layout, printing and mailing costs. It also recognizes that more timely news sources have been available for some time. Monthly crew schedules long ago grew into the Railroad's Semaphore newsletter and the Traction Currents newsletter. And of course there is the internet and museum web sites.

For the last 15 years, the **MinneGazette** was 32 pages, including 10-15 pages of museum news and 17-22 pages of historic photos and features. The new look **MinneGazette** is 24 pages, all history, so readers will see more historic content, not less. To fill the gap in museum news, newsletter circulation will be expanded.



Westminster Junction is one of the Twin Cities' true hot spots for train watching, and an historic piece of rail infrastructure. However, it was always difficult to view the whole physical plant-until this year. Phalen Boulevard was constructed on a bridge that flies over the Junction. In the middle of the bridge is a train watching platform with a commanding view of everything that moves on the rails below. Even better, it contains four historic display panels on the junction, the adjacent "Railroad Island" neighborhood, Pullman porters who lived nearby, and a listing of historic Twin Cities rail facilities. Check it out.



Front cover: This issue features photos of railroading in the Twin Ports of Duluth-Superior, from the collection of Dick Stoner. Most were taken by Wayne C. Olsen. In June 1956, Duluth, Missabe & Iron Range 4-6-2 #402 is parked under the coal tippie at the Endion roundhouse in Duluth.

Inside front cover: The "Como" in Como-Harriet refers to Como Avenue, but also to Como Park, which the streetcars traversed on a mostly grade separated private right of way. Passengers destined for the park debarked at this handsome field stone station and walked over the tracks on the adjacent arched concrete pedestrian bridge, both of which survive today. For more, see page 16. Minnesota Historical Society collection.

THROUGH THE TWIN PORTS ON THE GOPHER AND BADGER

The last passenger service to Duluth-Superior was a remnant of the Great Northern's fast and friendly morning Badger and afternoon Gopher. Let's follow them from Duluth Union Station to and through Superior, as seen by Wayne C. Olsen's camera. All Dick Stoner collection.



Left: The GN and Northern Pacific passenger trains terminated at the Duluth Union Station, now home to the Lake Superior Railroad Museum. The regular consists included an E7 diesel, Railway Post Office car, stream-styled heavyweight coaches and the parlor cars Twin Cities and Twin Ports.



Right: After passing under Garfield Avenue, the Gopher and Badger made a hard left turn leading to the interstate bridge. They wrapped around the Northern Pacific's Duluth roundhouse, which hosted Milwaukee Road power that reached Duluth on NP trackage rights.





The interstate bridge crossed the Duluth harbor on a combination of trestle and fill, with this draw span that opened for lake boats.



Different tail cars bring up the rear at Superior. After they were dropped from the Empire Builder, Mountain series observations like Little Chief Mounta sometimes traveled to Duluth.





Passing under the Belknap Street overpass just south of the Superior depot. Note the later modification to the roof of the tail car.





Well into the Big Sky Blue era of the late 1960s, one of the Duluth trains cruises along Highway 65 north of Cambridge. Dick Stoner photo. What's this at the Superior roundhouse? Electric locomotives from the recently discontinued Cascade Tunnel electrification showed up in Superior in 1956 on their way to the scrapper. Wayne C. Olsen photo, all Dick Stoner collection.





Northern Pacific gas-electric #B-24 led a Duluth-Staples connection to either the North Coast Limited or Mainstreeter. The second car is from a small group of unusual looking lightweights. Wayne C. Olsen photo.

Duluth Union Station and the Soo Line depot sat side by side on Superior Street, where Twin City-built streetcars rolled by in large numbers. Both Dick Stoner collection.





Four views of the Soo Line Duluth depot. From here, passenger trains headed for Chicago, Minneapolis, Brooten and Thief River Falls. The short three car consist behind the geep is #62 from Minneapolis, via Osceola. A Minnesota Railfans Association fan trip in chartered observation car #758 brings up the rear of the Laker from Chicago. All Wayne C. Olsen photos, Dick Stoner collection.







OK, what's going on here? DM&IR steam crane #X12 is loading coal (or maybe cinders?) in hoppers sitting on the elevated scale track at Proctor. The platform with railing atop the scale house indicates that this is a regular practice. Passenger 4-6-2 #402 (see front cover) has drawn this unusual assignment. Wayne C. Olsen photos, Dick Stoner collection.





DM&IR's Duluth-Ely RDC pauses at the Two Harbors depot in the late 1950s. B. L. Bulgrin photo.

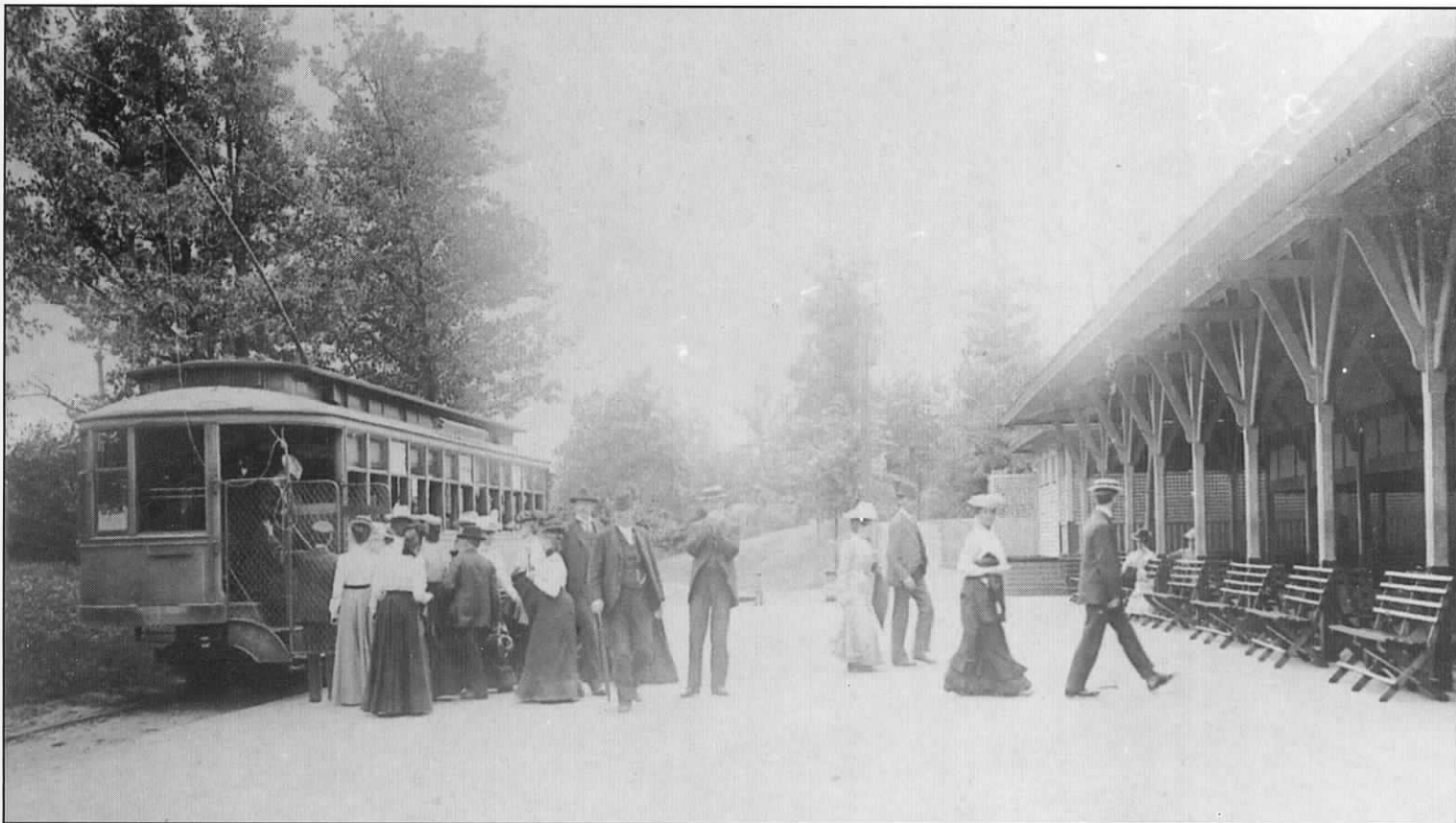
In 1948 workers break loose dumps of iron ore that have collected in the corners of the Duluth ore dock's ship loading chutes. Both Dick Stoner collection.



THE COMO-HARRIET IN COMO PARK

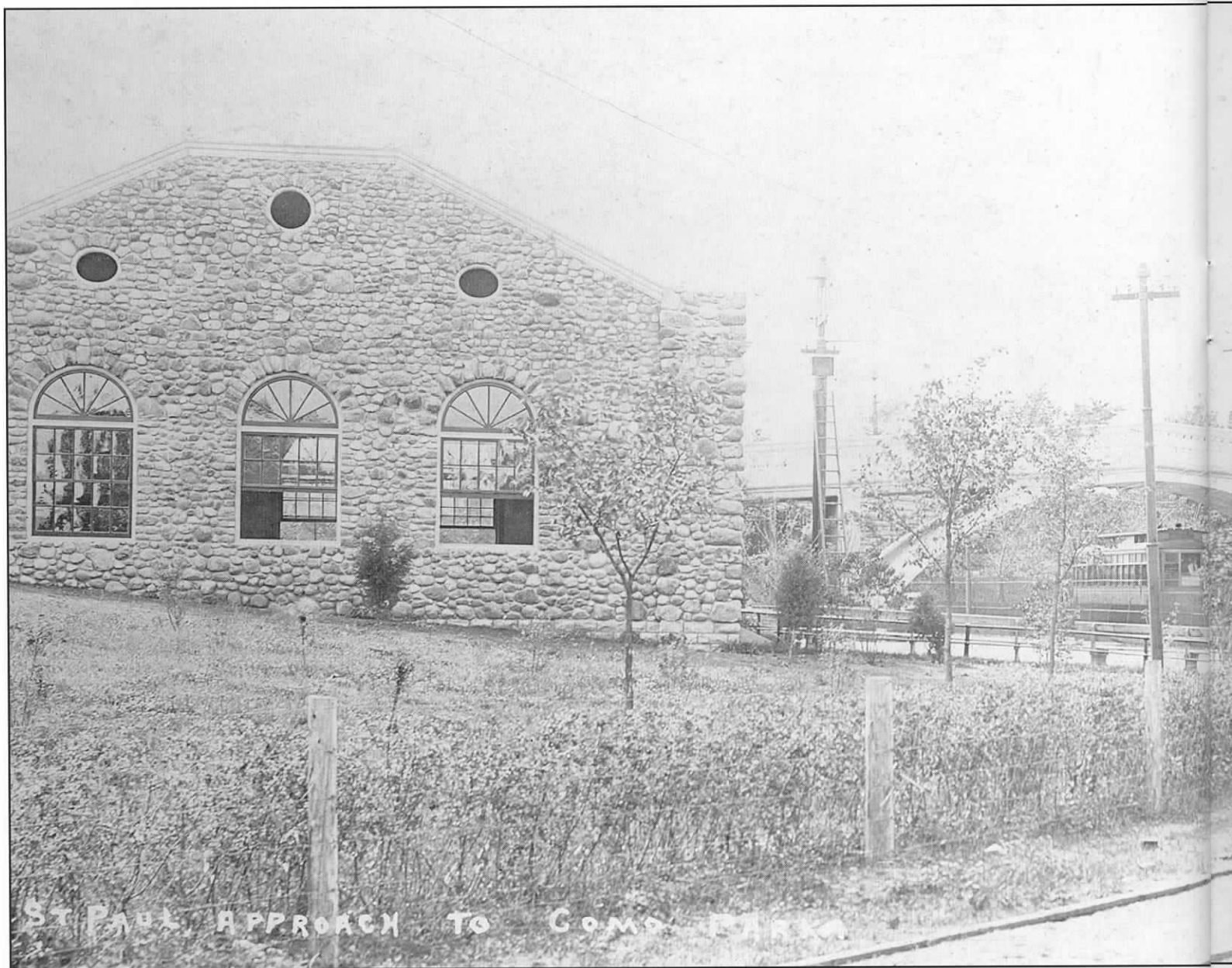
From 1891 until 1898, the Como Avenue line in St. Paul ended at a wooden waiting station in Como Park. Once extended to connect with its Minneapolis counterpart to form the Como Interurban, the private right of way grew to three quarters of a mile, from Van Slyke Avenue on the east to Hamline Avenue on the west. All MSM collection unless noted.





From 1891 to 1898, the Como line from downtown St. Paul ended in a loop at this wood waiting station in the park. In 1898, the St. Paul Sightseer pays a call. St. Paul Parks Department collection.





This great view of the new Como Park station, viewed from the east, is from the files of the St. Paul Parks Department.



The station, from a 1911 postcard.



H. M. Barnett's Band on the Como Station platform in 1906. Minnesota Historical Society collection.



124 Viaduct, Como Park, St. Paul, Minn.



The ped bridge is located in the middle of the waiting platforms, as seen in these two 1910 vintage views looking west from Lexington Avenue. Minnesota Historical Society collection.



Looking west at Lexington Avenue from the ped bridge.

The westbound streetcar in the distance is about to cross Horton Avenue, the only grade crossing on the right of way. The other four street or pedestrian crossings are grade separated. Minnesota Historical Society collection.





After passing under the Lexington Avenue bridge (which still stands and carries traffic), the tracks angled to the southwest across a broad meadow.





During its lightweight construction era in the mid-1920s, TCRT found in Como Park an attractive backdrop for builder photos. Two examples are Stillwater car #4 and Chattanooga #131. can any reader identify the ornate tower behind #4?





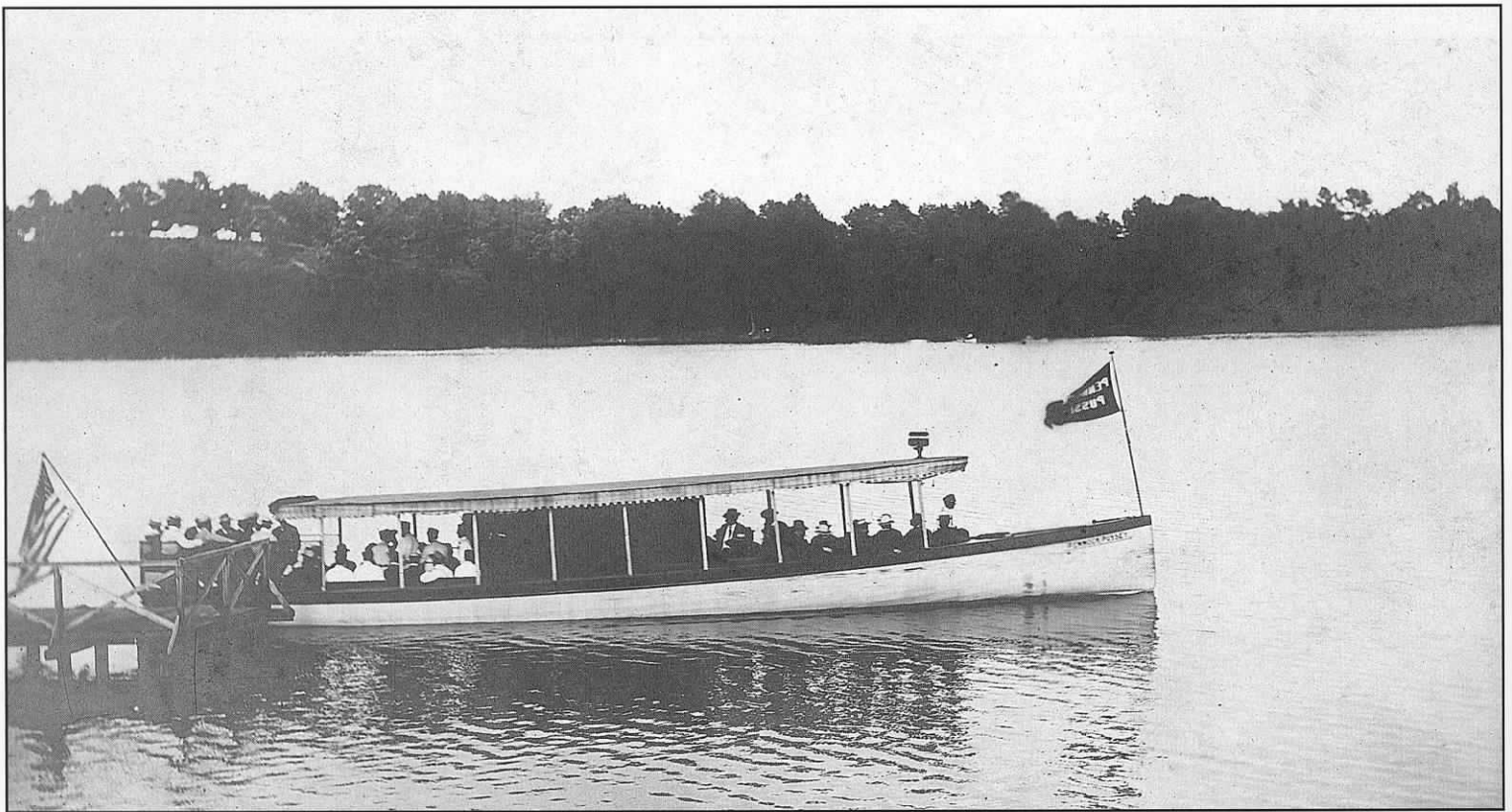
Photos west of the Horton grade crossing are rare. The right of way climbed a short grade, entered a woodsy area and passed over Beulah Lane on a pair of side by side bridges. The abutments are still there.



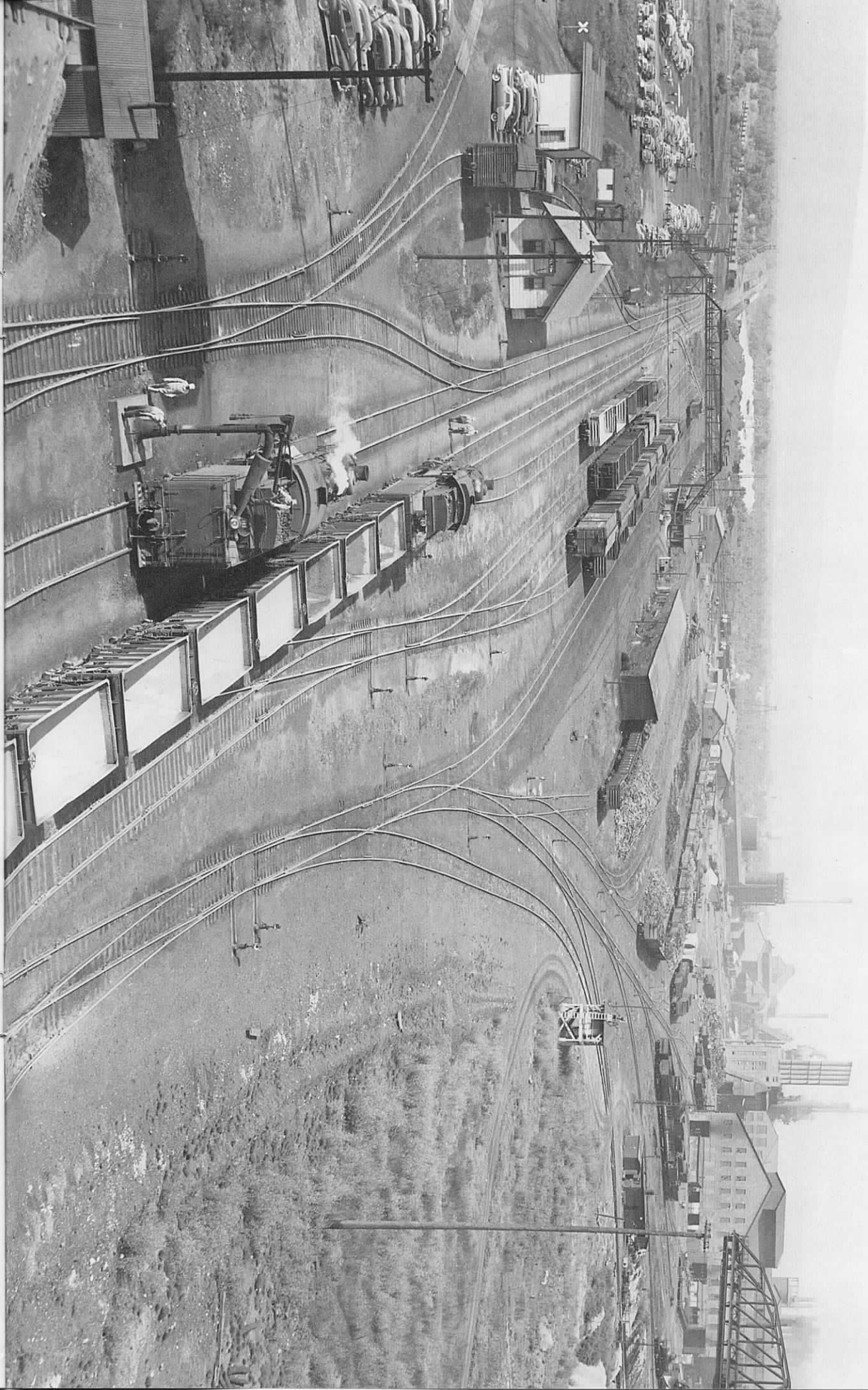


A westbound car leaves the right of way at Hamline Avenue. Como Avenue, now closed, is at right and Horton Avenue is at left.

This motor launch operated on Lake Como. St. Paul Parks Department collection.



Inside rear cover and rear cover: Two views of the DM&IR Steelton yard that served the United States Steel plant in Morgan Park, just west of Duluth. The photographer is up on the coaling tower. Both Dick Stoner collection.







MINNESOTA STREETCAR MUSEUM

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August 2021

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